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May 30, 2013

Mr. Steve Heminger, Chair
Toll Bridge Program Oversight Committee
101 Eighth Street
Oakland, California 94607

Dear Mr. Heminger:

Thank you for participating in the May 14th Senate Transportation and Housing Committee hearing. Unfortunately, we don't feel satisfied with the answers provided. Below we outline a number of follow-up questions to which we'd appreciate timely responses. Our specific questions include:

1. In your presentation, you stated that the Toll Bridge Program Oversight Committee (TBPOC) requested that the Federal Highway Administration (FHWA) conduct an independent review of any findings and recommendations concerning the bolts on the self-anchored suspension bridge. Specifically, you request FHWA to review Caltrans' "analysis and strategy" to determine whether bolts on the bridge need to be replaced.
 - a. Could you include in your request that FHWA also independently verify the conclusions Caltrans draws for the bolts based on the evidence compiled during the inspection?
 - b. Could you also specifically ask FHWA to determine what actions are necessary to address the improperly-galvanized tower rods?
2. How does the TBPOC interact with the Design Engineering Team? How involved is TBPOC in design and construction decisions, including deviations from state, national, and international standards? In what ways does TBPOC oversee quality control of the project? For example, was TBPOC informed of the inspectors using duct tape to close the top of grout injection hoses, as reported in recent media reports?
3. In the hearing, we asked for a timeline describing when the TBPOC was informed of the broken bolts. You were unable to provide a specific answer at the time. Could you reconstruct the timeline involving the bolts, including when the members of TBPOC and



you personally were alerted to breaking bolts, when the decision to provide information to the Legislature and the public was made, and who was involved in making that decision?

4. You stated in the hearing that you believe the road to rebuilding the public's confidence in the bridge begins with frankly and honestly telling them what happened, what consequences may result from the use of high-strength, galvanized bolts, and how Caltrans is going to address the concerns. We understand that this may take some time. Can you provide a timeline for when the TBPOC will be able to report answers to these questions, and describe the process by which you expect to determine those answers?

We would appreciate written responses as soon as possible; by June 7th at the latest we hope to have answers to each question or an update on when you expect the answers to be available. Please let me know if you have any questions.

Sincerely,



MARK DESAULNIER

Chair



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Cc: Andre Boutros, California Transportation Commission
Malcolm Dougherty, California Department of Transportation